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REVIEWS.

Chailley, Joseph. *Administrative Problems of British India.* Translated by Wm. Meyer. Pp. xv, 590. Price, \$3.25. New York: Macmillan Company, 1910.

Mr. Chailley's work takes rank with those of Strachey, Nisbet and Ilbert. Though its discussions are more general than those of any of these authors there is the same broad viewpoint combined with scholarly criticism.

The first part of the book is a review of the racial, social, economic and political conditions of the empire. The great sub-continent is beginning to be affected by other civilizations. Interprovincial migrations are affecting, slowly but surely, the uneven distribution of population. Hindus are crowding the Burmans, child marriages though still prevalent are not in as high favor as formerly, religions are beginning to break up. Caste imposes a less rigorous rule than formerly, the land law is feeling the pressure of modern conditions—in fact throughout the whole nation new forces are bringing new ideals and new social adjustments. It is interesting to note the opinion of the author—an outsider—as to the character of the political unrest. He believes that the movement is as yet confined to "arm chair politicians," erratic and not capable of formulating much less executing a plan of national reorganization. It is a party of privilege, undemocratic and caste bound. On the other hand the English government is to be criticized for its lack of sympathy. It waits till it *must* grant reforms rather than initiate them. The credit for improvement thus passes to the radicals.

After this general review the author discusses the English administrative policy. He has unstinted praise for the English efforts to develop the resources of the country and feels that the policy of sustaining the princelings in the native states, was in general justified. There can, however, be no excuse for the lack of accountability allowed in the native states, especially in financial affairs. English improvements in law making and the courts are the greatest monument to the efficiency of English colonial administration. An historical review is given showing the efforts made to introduce under English control a system of personal law such as was used by the Mohammedans. With the manifest failure of this plan the "government regulations" were introduced which have grown into the system of territorial law now embraced in the various codes. The principle of this legislation has been "uniformity when possible, variety when this is necessary, but in any case certainty." Elasticity has thus been kept—a prime essential in any progressive or varied civilization.

English education in India is subjected to a lengthy criticism. The training has been too academic. Even the so-called universities have given only mediocre instruction. Primary education has until recently been neglected and there is practically no training offered for women. The concluding chapters are given to a discussion of the natives' share in administration. It is shown that the natives have a monopoly of the lower offices, and under Morley and Minto have held some positions in the government itself both in

Calcutta and London. This foreshadows what the author believes will be an increasing practice.

CHESTER LLOYD JONES.

University of Wisconsin.

Clark, John W. *Standards of Reasonableness in Local Freight Discriminations*. Pp. 155. Price, \$1.25. New York: Columbia University, 1910.

Dr. Clark states that the fundamental purpose of this book was "to gather from scientific and popular discussions alike the various ideas as to what constitutes reasonableness as between different localities in the adjustment of freight rates, and to reduce them by analysis to that definiteness which many of them so sadly lack." It was the author's hope that this might help the public to a clearer conception of what reasonableness in freight rates really is, but he states that had he "realized from the start the full nature of the problem he was approaching, it is probable he would have turned aside."

Every student of transportation will be glad that Dr. Clark did not turn aside from his attempt to analyze and explain the standards of reasonableness in freight rate discriminations. The monograph shows the author to have a thorough grasp of economic literature and to have covered the German and French as well as the English authorities dealing with the subject of the theory of freight rates. The author's final word is that "scientifically constructed distance tariffs are being tried in the United States which justify the prediction that they have here a useful future before them." The factors other than distance to be given weight in determining the reasonableness of freight rates are carefully considered by Dr. Clark, and he favors distance tariffs "flexible enough in use to allow for all the other necessary considerations." The author's general conclusions are as sound as his reasoning is clear and suggestive.

EMORY R. JOHNSON.

University of Pennsylvania.

Cole, William M. *The American Hope*. Pp. xii, 259. Price, \$1.50. New York: D. Appleton & Co., 1910.

"The fundamental ground of American hope is the prevailing idealism of American character." This first sentence of the first chapter is the key to the book. In the introduction the author disclaims any attempt to solve specific problems, but seeks rather an acceptable philosophy which underlies all the problems of American life. This he finds in the fact that even in what seems to be our gross materialisms men glory in human qualities of achievement rather than in tangible things. He denies absolutely the freedom of the will and the doctrine of moral responsibility in the orthodox sense and conditions choice upon the point of view at the moment when choice is